

VOLUME OF STEEL TRADE FOR JULY IS GREATER THAN JUNE

Industry Prospers Despite
Price Advance in Ef-
fect Recently.

NO LETUP IN PLATE AND BAR

Large Car Purchases Expected to Meet
Predicted Sudden Growth in Traffic
This Fall—Consumers Experience
Difficulty in Quick Deliveries.

Considerable comment has been made on the fact that leading steel trade papers have differed widely in their reports of recent developments in the steel trade. It may be stated positively that, instead of new business falling off, the volume of orders received both by the United States Steel Corporation and most of the leading independent concerns since July 1 has been appreciably larger than for the corresponding period of June, notwithstanding the advance in prices which went into effect about the first of the month.

In bars, plates, structural and tin plate the demand has been particularly satisfactory and there is no indication of any letting up in the near future. There is considerable apprehension among manufacturers that a car shortage may be experienced soon, especially if crop expectations are fulfilled, as in that case the movement of grain would employ a large number of cars.

Large car purchases, to meet the expected traffic, are contemplated. It is understood, by several of the big roads, and this in turn, would mean an increased demand for car building material. Steel companies, it is learned, are for the most part not campaigning aggressively for new business, and consumers are having considerable difficulty in placing orders for quick delivery. One order for several thousand tons of rails, it is stated, practically went begging last week as the mills were unable to fill it in the desired time. The Steel Corporation has enough of business on hand to keep its mills busy for half a year, and this is also the case with a majority of the leading independent concerns.

Stocks of pig iron in the Birmingham district are running very low, and the scarcity of metal leads to the belief that the prices of Alabama iron, which is \$13.50 a ton, will make another advance shortly.

An advance in the price of galvanized sheets may be looked for soon. There is an excellent demand for sheets and manufacturers also are impelled to take this action on account of the advancing price of steel. Track fastenings applied to all other similar lines are particularly active. An order for 3,000 tons of bridge building materials has been placed with the United States Steel Corporation by the Japanese Government Railway. Rail orders during the week have been mostly for small lots. The La Salle Electric Railway has ordered 3,000 tons of rails from the United States Steel Corporation. Manufacturers are unanimously optimistic. With the prospects of the continuation of the present large consumption and with advancing prices, the outlook for the future is considered particularly bright. It is felt that the hard times in the industry are now left behind, and that the trade has entered upon a period of prosperity. Further advances in warehouse prices may be expected shortly.

PITTSBURGH DISTRICT MINERS IN AGREEMENT AS TO WAGE SCALE

Special Meeting Results in Best Terms
of Western Pennsylvania
Fields.

PITTSBURGH, July 24.—Miners of the Pittsburgh district, comprising District No. 5, United Mine Workers of America, settled their internal dissensions yesterday at a special convention and approved by a two-thirds vote, the wage scale tentatively accepted by the miners and committee in joint conference with the operators. This insures uninterrupted work from now on for the 45,000 organized miners of the Western Pennsylvania bituminous field.

The Pittsburgh district miners were the last of all the district organizations to close negotiations with the operators. Following the disruption caused by charges of fraud in the district election, and the subsequent resignation, after vindication, of President Francis Feehan, the making of the new scale was left to Vice President Van Dittmer, who succeeded Feehan as President. About one-third of the delegates voted to the last annual future dealing with "machine rib cutting." Operators at the joint conference conceded the right of the miners to bar machines in gaseous places.

President Bittner said last night the new contract was the best ever made in the Pittsburgh district. He declared the miners had received more concessions from the operators of the district under the terms of the Cleveland agreement than were received by any other district in the country.

TROLLEY AFFAIRS SETTLED.

Financial Difficulty of Waynesburg-Blacksville Line Clear.

Reports from Waynesburg state that the financial middle of the Waynesburg-Blacksville Railway Company has been cleared and that there is nothing now to interfere with the immediate completion of the line from the Greene County seat to Blacksville, W. Va., where connection will be made with the Morgantown & Dunkard Valley line.

This will give trolley communication between Waynesburg, Morgantown, Fairmont, Clarksburg and Wheeling. Eventually the system will be extended to Pittsburg.

Subscribe for The Weekly Courier.

FEDERAL GRAND JURY MAY HEAR COKE FIGHT

Reports at Washington Indicate Little
Sympathy for Those Pushing
the Probe.

The Cleveland Iron Trade Review's Washington correspondent writes the following interesting information and speculation concerning the attempt of the furnace interests to hammer down the price of Connellsville coke by the threat of criminal proceedings against the Connellsville merchant coke operators:

"The Federal Grand Jury for the Western District of Pennsylvania may be made a factor in the deadlock between the Connellsville coke producers and the blast furnace men. Whether it will vote true bills against the coke men who are accused of having combined to force the furnace men to pay \$2.50, ovens, for coke is a subject for speculation.

"Reports of meetings held to have been held by the producers are being sent here (Washington) by the secret service men said to be employed by certain interests. But if the Grand Jury is persuaded to vote indictments it will not rest upon these reports, but upon affidavits of those that will be made by secret service men representing the Government. In other words, while the Government is receiving the reports of the detectives and investigators, said to be employed by interested parties, the officials of the Government are not depending upon what they report.

"An effort will be made, it is said, to procure indictments under the Anti-Trust act and the Interstate Commerce law, one set on the charge of illegal combination and another on the charge that the demurrage and re-consignment rules of the railroad companies have been worked so as to result in favors to the coke men in violation of the rebate section of the law. The reports here have it that the so-called combination is being run by about 15 men who have been meeting in Connellsville and Uniontown.

"The Government officials are fully aware that the information, or what purports to be information, that has been laid before them is furnished by one party to a fight with a view to accomplishing the defeat of the other. Therefore all assertions are weighed with the care that should be used under such conditions.

"There is a vast difference in the condition of the parties in this proposed prosecution under the Sherman act and those that usually obtain under prosecutions of that nature. In this fight, nobody has been put out of business, and the sympathies, if any, are really with the coke producers whose product until this year has been selling at a low price. Usually the sympathies are with the men who would become prosecuting witnesses. In this case, however, the ones who would bring the prosecutions may be under some degree of suspicion as to whether their own hands are altogether clean.

"The employment of justice appears to have given the complaining parties the advantage of having their assertions accepted at almost par. Had they taken some one who had never been in the Government service they probably would not by this time have been able to produce as deep an impression as they otherwise have."

RENEWED BUYING BY RAILROADS ENCOURAGES STEEL INDUSTRY

Unusually Large Orders for Equipment Cited as Stimulus
to Trade.

The most encouraging feature of the steel industry over the past week has been the renewed buying of equipment by the railroad companies. Steel manufacturers expected a large business from the railroads this year, but they hardly hoped that it would reach such large proportions.

There was excellent buying of cars in the early part of the year and the result was to stimulate those classes of steel that enter into railroad construction. There was a lull up to two weeks ago, but the railroads have again started in to buy cars, rails and locomotives with every indication that there will be very little falling off in the production of railroad steel this year.

The railroads have not been making encouraging showings so far as earnings are concerned and are buying no more equipment than they have to. Certain manufacturers remarked that if certain railroads were granted an increase in freight rates sufficient to offset increased costs the equipment companies would be congested with business, which in turn would create a like condition with the rail and plate mills.

As it is, the rail mills are considerably behind in deliveries, the Steel Corporation having sufficient business on its books to keep its plants in operation for six months. In the event of the adoption of a heavier rail with no let-up in the consumption of steel by railroads there would be little idle capacity in the country, notwithstanding that the United States is in a position to turn out at the rate of nearly 5,000,000 tons of all classes of steel rails yearly.

Notwithstanding the increase in railroad mileage, heavier equipment, and more freight and passenger cars, the railroads have not been large buyers of rails over the last ten years, which is regarded as an extraordinary condition. As a matter of fact, the consumption of rails in 1911 was smaller than in any year since 1902 with two exceptions—1909 and 1902, two years of depression. In 1911 the rail mills produced 2,822,750 tons of steel rails, comparing with 3,036,021 in 1910.

Call for Division B. & O. Men. Superintendent John W. Kelly, Jr., has issued a general order to all trainmen and engineers in the Baltimore & Ohio service on the west end of the Cumberland division to report for duty at once. This order includes foremen, men, some of whom have been out of the service for two years.

Boiler House Complete in Month. It is expected the new boiler house for Leisenring No. 3 coke plant will be complete in a few months, as will the work on the road.

The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, July 20, 1912.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
269	149	Acmco	W. J. Rainey	New York, N. Y.
10	56	Acmco	Penn Coke Co.	Uniontown
10	56	Adelaide	H. C. Frick Coke Co.	Pittsburg
10	100	Albion	H. C. Frick Coke Co.	Pittsburg
10	100	Baggaley	H. C. Frick Coke Co.	Pittsburg
10	100	Bethany	H. C. Frick Coke Co.	Pittsburg
10	100	Bitter	H. C. Frick Coke Co.	Pittsburg
10	100	Brinkman	H. C. Frick Coke Co.	Pittsburg
10	100	Buckeye	H. C. Frick Coke Co.	Pittsburg
10	100	Brush Run	H. C. Frick Coke Co.	Pittsburg
10	100	Calumet	H. C. Frick Coke Co.	Pittsburg
10	100	Central	H. C. Frick Coke Co.	Pittsburg
10	100	Chesapeake	H. C. Frick Coke Co.	Pittsburg
10	100	Cleary	H. C. Frick Coke Co.	Pittsburg
10	100	Coalbrook	H. C. Frick Coke Co.	Pittsburg
10	100	Collier	H. C. Frick Coke Co.	Pittsburg
10	100	Continental No. 1	H. C. Frick Coke Co.	Pittsburg
10	100	Continental No. 2	H. C. Frick Coke Co.	Pittsburg
10	100	Continental No. 3	H. C. Frick Coke Co.	Pittsburg
10	100	Continental No. 4	H. C. Frick Coke Co.	Pittsburg
10	100	Continental No. 5	H. C. Frick Coke Co.	Pittsburg
10	100	Continental No. 6	H. C. Frick Coke Co.	Pittsburg
10	100	Continental No. 7	H. C. Frick Coke Co.	Pittsburg
10	100	Continental No. 8	H. C. Frick Coke Co.	Pittsburg
10	100	Continental No. 9	H. C. Frick Coke Co.	Pittsburg
10	100	Continental No. 10	H. C. Frick Coke Co.	Pittsburg
10	100	Continental No. 11	H. C. Frick Coke Co.	Pittsburg
10	100	Continental No. 12	H. C. Frick Coke Co.	Pittsburg
10	100	Continental No. 13	H. C. Frick Coke Co.	Pittsburg
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10	100	Continental No. 100	H. C. Frick Coke Co.	Pittsburg

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Century Coke Co.
South Fayette Coke Co.
James H. Hoover,
Magee Coke Co.,
Brownsville Coke Co.,
Banning-Connellsville Coke Co.
and others.

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We are not Brokers, but Agents of the Producers, whose object is to sell through us direct to the Consumer.

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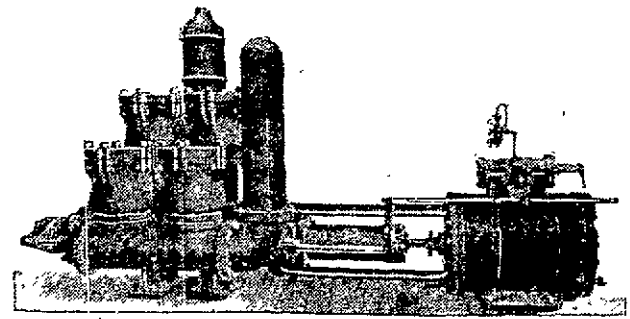
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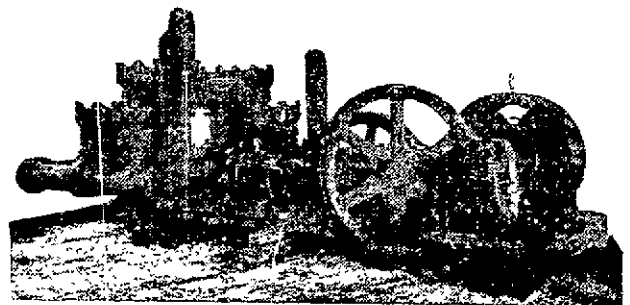
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Size: 24"x12"x36" Wood Lined Double Plunger Mine Pump, Valve Chambers wood and lead lined



Size: 10"x12" Duplex, Double Plunger, Electric Driven Wood Lined Mine Pump, operated by 75-H.P. Motor. Valve Chambers wood and lead lined.

Pumps built for every kind of service, Steam, Electric or Air Driven, in Plunger or Piston Pattern. Special attention given to Pumps for mine service. Boiler Feeders with self-grinding Bronze Valves, outside and packed Plungers. Superior features of the Yough Pump:—Great strength, durability, material, and low cost of operation and maintenance.

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FARMERS DISCUSS APPLES.
The monthly meeting of the Farmer's Club of Fayette county, Saturday, at the home of David Dunk, near Dunbar. The main topic for the annual picnic to be Saturday, August 17, at the home of Robert Dunk, near Dunbar. The annual picnic of the farmers is of great interest to members of the club and their families. All kinds of apples are provided, and the object of the day is the elaborate picnic.

The meeting Saturday was well attended and instructive talks were given by the general subject, "Apples and Fruit." T. H. Smith spoke on apples as a Money Crop on the subject, "Their Value and Use in the Family" was discussed by A. C. Oglesby. A. C. Freed spoke on "Planting and Care of New Orchards." "What to Do With Old Orchards" was discussed by S. W. Dunn. At noon members of the club and their families assembled in the dining room partook of a fine meal.

Hotel This 1,000 Rooms.
The \$15,000,000 Hotel McAlpina, under way in New York, will have 1,600 guest rooms and will be the largest in the world.

SPRINGFIELD NAMES TEACHERS.
School Board Elects for Next Seven Months.
At a meeting of the Springfield Township School Board, Saturday at Normalville, the following teachers for the ensuing year were elected: Mill Run, Room No. 1, Jella Kern; Room No. 2, C. K. Brooks; Normalville, Room No. 1, Miss Maude Brooks; No. 2, Ernest McCort; Poplar, near Nelson Manor; Fairview, M. Salzer; Pleasant Hill, Randolph Cavanaugh; St. John, Grover Slesman; Middle Fork, Catherine Hensel; Mountain View, Anna Steyer; Cretschfeld, Desse Dard, Clara Run, James B. Mountain; Mason, Lincoln Rogge; Hampton, Agnes Mitty Indian Creek, Rose Steinden, Fairmont, Lida Felt.

The school terms for seven months, and will open September 16. Salaries were fixed at \$40 and \$50 per month.

Snake Scores Ohiopele Woman.
OHIOPELE, July 26.—Excitement was caused on lower Garret Street yesterday afternoon, when a large black snake made its way into a black porch. A woman of the house almost stepped on the reptile and one of the children ran for help. But when help arrived the snake had escaped. This is the second black snake that has been on the premises in the

Bodies of Raymond Family Found.
JACOBS CREEK, July 24.—All the bodies of the family of John Raymond, who lost their lives in the waters of Harren Run and Jacobs Creek last Wednesday night have been recovered. The body of the little Raymond baby was found farther than any of the others and was found among the shores of the Ohio river at Beaver, Pa.

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Sheriff's Sale.
The following described property will be sold to satisfy a mortgage of \$1,000, to wit: One lot of J. P. KIEFER, Sheriff of Fayette county, Pa., on

Saturday, August 17, 1912.
To wit: Lot No. 13, of the Court House in "Township" of the above is said writ, issued out of the Court of Common Pleas of Fayette county, Pa.

Today & Tomorrow, July 26, 27, 28, 29, 30 September Term, 1912, E. D. Robert C. Haggerty and Clark Haggerty, Assignees of E. D. Murphy, now in custody of the Sheriff, vs. J. P. KIEFER, Sheriff of Fayette County, 1911.

All the right, title, interest and claim of John M. Trent in and to all the real estate in North Union, in North Union Township, Fayette county, Pennsylvania, being lots numbered Eight, Nine and Ten in the plan of lots laid out by John Collins and recorded in the Recorder's Office of Fayette county in Plan Book No. 1,

page 44 and more particularly books 40 and 41 described as follows: Beginning at the Southwest corner of Lot No. 11 in said plan, on Maple Ridge Road, thence along said North Union Road, thence 100 feet to an alley, thence along said alley 75 feet, thence along said South 75th West 120 feet to the Northeast corner of Lot No. 7, thence along said South 15th East 100 feet, thence along said South 15th East 120 feet to the place of beginning.

Excepting and reserving the oil, gas and mining rights that I have heretofore sold and conveyed to John the above described premises, together with two twenty-foot wide easement of six and the other of four rooms.

Seized and taken into execution the property of John M. Trent at suit of the said Haggerty and Haggerty, assignees of E. D. Murphy for the use of Howard Bremser.

LIQUIDATIONS OF SALE.
Ten per cent. of the purchase money or a sufficient amount to pay all or the ten per cent is not enough, will be paid to the sheriff when the property is sold. The balance of the purchase money will be sold again on Monday at the expense and risk of the person to whom it was struck, who is liable for any deficiency in such sale, should make good the balance of the purchase money to be paid before Wednesday of the week of September court, the day acknowledged.

MART A. KIEFER

BY-PRODUCT COKE OVENS BETTER THAN BEEHIVE

Trend of Debate by Western
Pennsylvania Engineers'
Society, but

BY-PRODUCT MEN DO TALKING

They Admit the Almost Prohibitive
Initial Cost of By-Product Plants,
but Argue that They Produce Coke
More Cheaply and Just as Good as
the Beehive Ovens.

The Engineers' Society of Western Pennsylvania has published the paper and discussion on by-product coking in connection with its recent meeting. The paper, by William E. Hartman, observes that the prejudice in some quarters against by-product coke was not without foundation, but that in recent years by-product ovens have been built which make a coke superior to beehive. The prime requisite in by-product coking is uniformity of heat throughout the oven. Quick coking time is an advantage, blast furnace managements testifying to an improvement in the coke when the coking time was reduced from 24 to 15 hours. The porosity is increased without decreasing the crushing strength. The Woodward Iron Company has recently constructed, for ovens with a guaranteed coking time of 15 hours, and the time will, before long be reduced to 12 hours.

Beehive ovens cost \$700 to \$800 each, while by-product ovens cost \$12,000 to \$13,000, but the beehive oven takes a charge of six tons of coal in 14 hours, the by-product taking 15 tons every 15 to 18 hours, making the ratio approximately 1.75, or say \$5,000 to \$6,000 for beehive to \$12,000 to \$13,000 for by-product, but on the basis of coke production the costs are about the same, the beehive cost of the by-product being in the machinery for handling the by-products.

Due to the Steel Corporation's experience with low volatile coal at Joliet it has come to be generally believed that the best quality of blast furnace coke could only be made by using low volatile, or mixture of low volatile and coal used at Joliet was for a long time 80% Pocahontas and 20% Kanawha, making the volatile content of the mixture about 20%. More recently Illinois coal was substituted for the Kanawha, and more recently still, they had a mixture of 40% Pocahontas and 40% Kanawha with 20% Illinois, making coke far superior to the former. The porosity was higher.

At Duluth there is a by-product coke plant, using 3/4-inch screenings from Pittsburgh coal, with 34 or 35% volatile, the coke giving very good results in the blast furnaces, which are relatively small.

F. F. Marquard, Superintendent of the Otto-Hoffman ovens of the Carnegie Steel Company at Sharon, Pa., wrote that when his plant was built ten years ago, 22 ovens, 42 feet long, 17 1/2 inches wide, 7 feet high, taking a charge of 9 1/2 tons of coal, it was feared the ovens were too large and would not be a success, on account of the difficulty of heat control, but now the ovens are very successful, and if anything are too small. They are operating on 100% Kanawha, and 35% Pocahontas, with an average of 25.5% volatile, and lately reduced the coking time from 24 to 20 1/2 hours with very encouraging results as to the action of the coke in the blast furnaces.

Dr. R. Moldenke, Secretary of the American Foundrymen's Association, wrote that some of the points in Mr. Hartman's paper were evidently taken from the viewpoint of the blast furnace operator alone. Shortening the coke time undoubtedly increased the porosity, but it is open to discussion whether it does not increase the crushing strength. Increasing the porosity does what the furnace operator wants, as he wishes to make as much carbonic oxide as possible, but the foundryman on the other hand wants a coke with a minimum of cold waste, as he wishes to produce complete combustion. Hence the foundry trade, with an annual consumption of possibly a million and a quarter tons of coke will not welcome a reduction in the coking time either in the by-product or the beehive oven. Mr. Hartman is in error when he states it is generally believed that the Steel Corporation's experience with low volatile coals indicated that the best coke was made that way. Quite the contrary, for it was generally believed that much of the trouble known to exist at Joliet was due to the comparatively low volatile coals used. Mr. Hartman admits this, practically, in stating that better results were obtained with the volatile at 25%. Different plants have different standards for volatility. One has adhered to 25%, another wants 25%, and still another 30%.

J. L. Maehlin, Superintendent of the Woodward plant, wrote that more exact knowledge should be obtained as to the thermal conditions at all points and at all times during the cycle of coking, and that more knowledge is needed as to the physical properties of the refractories. It is to be hoped that a type of even of greater productive capacity and less cost will be brought forward.

W. O. White, civil and mining engineer, Uniontown, wrote that, apart from the case of a steel works making its coke, and from the standpoint of a merchant operator, a regenerative style of oven is more desirable than a by-product. The coking time should be shortened and electric current produced for the market.

E. W. Parker, geologist, United States Geological Survey, wrote of the greatly increased demand for coal tar products and made suggestions as to improvement of the quality.

Dr. F. Schiewind, president of the United Coke & Gas Company, took issue with the statement that the beginning of the real growth of by-product coking was due to the examination of the Steel Corporation's coke

committee, Dr. Schiewind claiming that this committee examined only one type of oven. The credit for the initiative and progressive foresight looking to the vast economies of the by-product coking process belongs to the officials of the Cambria Steel Company of about 15 years ago, Messrs. Powell, Blackhouse, G. S. Price and Joseph Morgan. Dr. Schiewind asked opinions whether it would be possible with Pittsburgh vein coal, carrying 34% volatile, to make a by-product coke satisfactory for a 500-ton blast furnace, designed to use old basin Connellsville or a good quality Klondike coke. E. A. Moore, president of the American Coke & Gas Construction Company, replied that it would not. Mr. Hartman concurred, but observed that late experiments indicate that high heats and short coking time are going to enlarge the possibilities of the by-product oven very decidedly. F. A. Kishley, general superintendent of mines, Oliver & Snyder Steel Company, observed that Mr. Hartman's estimate of \$700 to \$800 for beehive ovens is too high; it should be about \$600, and setting that against \$12,000 for the by-product the comparison was 1.20, but according to his understanding the \$12,000 was by no means the entire outlay in the case of by-product coking. The by-product oven output is only about 7 1/2 times that of the beehive.

UNFILLED TON LIST OF U. S. STEEL GOOD BUSINESS GAUGE

Corporation's Fifth Records Last Few
Months Broken by Enormous
Increase.

No better proof of the improvement in business over the last six months could be found than in the unfilled tonnage statement of the United States Steel Corporation. It is traditional that steel is the true barometer of the course of the country's business. This belief is based upon the fact that when the steel mills are active railroads must be enjoying prosperity, as they are credited with consuming from 35 to 40% of all the steel produced in the United States. When building operations are slack the structural steel mills of the country are doing very little. The great source of outlet for the wire mills is found in the great agricultural district, and when crop prospects are poor it can be taken for granted that the American Steel & Wire Company and other like concerns are operating on a reduced scale.

Idleness of the tin plate mills would mean reduced operations for the can companies, which depend largely upon the crops as an outlet for their commodities. These and many other reasons are given as the basis for the belief that the steel industry is the true criterion of the course of the country's commerce and industry.

Since the latter part of last year the Steel Corporation has been establishing new high records in production, but notwithstanding this, its unfilled tonnage has shown an enormous increase. Shipments of the corporation in the second quarter of the current year ran very close to 3,200,000 tons, the largest in a decade. At no time since the organization of the corporation has it shipped more than 10,700,000 tons of steel in a full year. At the current rate its shipments for the full year would run very close to 12,000,000 tons. Unfortunately, the Steel Corporation is selling its products at prices lower than they have been in ten years, and because of this is not showing a large surplus in excess of dividends, interest, depreciation, and other requirements.

On a basis of normal prices U. S. Steel on its present shipments should be shipping at the rate of \$175,000,000 a year in earnings, as its earnings for the second quarter are estimated around \$25,000,000. For the current, or third quarter, the showing will be much better, and it would not be surprising if earnings ran in excess of \$30,000,000. Incidentally, the ratio of the United States Steel Corporation's earnings per ton of steel sold has averaged close to \$15 per ton. Therefore, if this average had been in evidence in the second quarter, earnings on shipments of 3,200,000 tons would have been in excess of \$45,000,000, or \$20,000,000 more than the report which will be published on the last Monday of this month is expected to show.

That the Steel Corporation has avoided speculative sales of its commodities is evident from the fact that specifications against existing contracts have been exceptionally heavy. Consumers who contracted for steel are demanding deliveries on the dates specified. The Corporation is eliminating from its books all contracts not specified against on stipulated dates, and as a result the unfilled tonnage reported is termed by the trade as "firm." When the Steel Corporation began business it was not as particular in regard to the character of its orders as it is now. The result was that it booked considerable speculative business which was not specified against, if the buyer could not see his way clear to secure profits on resales.

New business of the Steel Corporation since the first of the month has been very close to production, but even if there is a shrinkage in July it would not be regarded as unsatisfactory, due to the fact that the steel mills have sufficient business on their books to assure steady operation for at least six months. It is regarded as remarkable by the trade that business holds so well in the face of such a prolonged period of increasing business.

GOVERNMENT STARTS NEW PROBE OF THE STEEL TRUST

Interstate Commerce Commission
Orders Another Investigation
Including 300 Railroads.
WASHINGTON, July 19.—In an order issued by the Interstate Commerce Commission announcing an investigation of rates, practices and rules governing the transportation of iron ore, cement, iron and steel, the government today opened another attack on the Steel Trust, so called. While the commission does not blame the Steel Corporation as a defendant, it was pointed out that it is largely interested in carriers for the transportation of these commodities. About 300 railroads were named in the Commission's order as respondents.

SINKING OF TITANIC MAY VOID IMMENSE COAL LAND DEAL

Papers in Negotiations Lost
When Grand Trunk Pres-
ident is Drowned.

DICKER HAD BEEN CONSUMED

Pittsburg Syndicate Feels Loss of Sale
of Tract Near Belmont, O., Contain-
ing 30,000 Acres for \$10,000,000 to
London Directors of Canadian
Railroad.

It is feared that a \$10,000,000 coal deal has been lost to Pittsburgh capitalists by the sinking of the Titanic.

The syndicate, which is headed by Joseph E. Felt and W. R. Woodford, had concluded the sale of 30,000 acres of Pittsburgh seam coal in Belmont, O., to the Grand Trunk railroad through its President, Charles M. Hays, at a price approximating \$10,000,000. Hays went to London and laid the proposition before the Board of Directors of the Grand Trunk. The directors authorized him to close the deal and the necessary papers were signed. These were in Hays' pocket when he drowned.

Since the death of Hays the Grand Trunk officials are apparently indifferent to the proposed transfer. Counsel for the road has communicated with the home office in London, but nothing definite has been promised the Pittsburgh financiers.

In the meantime the Pittsburghers are put to the necessity of paying for extensions of their options on the coal land, or of raising the whole purchase price to protect themselves.

EXPRESS COMPANIES ANSWER REPORT OF FEDERAL PROBERS

Conference Results in Protest Against
the Proposed Cut in
Rates.

After a short conference between the officials and attorneys of the five leading express companies, at which the report of the Interstate Commerce Commission, embodying its findings resultant upon the year's investigation, the following statement was given out:

"The vital thing to the companies is the question of rates. The report recommends a basis of express rates on a zone system which is entirely new, totally replacing the present basis of rates and tariffs.

"According to the commission's report, it is conceded that the average net earnings of the large express companies from present rates is an excess of 5% on the business done—in some cases even less. The proposed rates would drastically reduce the companies' revenue. It is, therefore, obvious that the proposed rates would not produce enough revenue to cover the cost of the proposed changes in the changes in methods of business to be adopted will increase the cost.

"Fortunately, the commission has given the express companies until October 9 to show whether the proposed rates should be adopted. The companies will carefully prepare statements showing what the proposed rates would produce on business actually done, which information could not have been known heretofore to either the commission or the companies.

"The question of the reasonableness of the rates is one that will be decided judicially by the commission in October. The companies are not anticipating any final action by the commission in the investigation with that of regulations and practices, which the managers of companies have been as desirous of changing as the commission itself. The report contains suggestions and directions as to these practices which have been made by the commission with the full cooperation of the companies. It is the purpose of the companies to adopt these suggestions and directions and put them in force with due appreciation for the commission."

WEST PENN MAY WAR WITH COMPANY AT WASHINGTON

Question of Amended Charter Leads
to Protest in State
Courts.

That a bitter street car war may be waged in Washington, Pa., between the Pittsburgh Railways Company and the Washington Traction Company, which is owned by the West Penn, is indicated by the protest filed at Harrisburg by the former against the Washington company's charter. The case is based upon the fact that the proposed line of the Washington Traction Company would parallel the line of the Washington & Canonsburg Company, owned by the Pittsburgh Railways Company, on Beau street, in Washington.

The proposed line of the West Penn Company will enter Washington at Murland avenue and will traverse Ridge to Lincoln street. Following the application of the company for a city ordinance, President Moffat of Washington and Jefferson college, appeared before Council and asked that East Wheeling street be avoided by the company. The West Penn authorities agreed to an amendment, and the protest of the Pittsburgh company resulted.

A staff meeting of the department heads of the West Penn Company was held at the local offices Tuesday morning, but nothing was given out concerning the Washington matter.

Old Brownsville Workings Collapse.
BROWNVILLE, July 12.—Old workings in the Pike mine of the Peoples Coal Company caved in late yesterday and as a result, the houses occupied by George Kelly and John Holmes had to be vacated.

CAST IRON PIPE MAKERS BUY HEAVIEST IN PIG IRON MARKET

Production Reported Behind Ship-
ments; Demand for Basic
Continues Good.

Cast iron pipe makers were the heaviest buyers in the eastern pig iron market during the week. No. 2 foundry iron at Philadelphia advanced 25 cents per ton and Southern prices are firm. Production is still behind shipments, reducing stocks in almost every locality. The demand for basic iron continues good, the Pittsburgh Steel Company being in the market for 25,000 tons for July and August delivery. Basic stocks in the valleys are said to be less than 20,000 tons. The Carnegie Steel Company has 48 of its 52 furnaces in blast.

The New York Air Brake Company during the week closed for 6,000 tons of foundry iron and 1,500 tons of malleable. One interest in the New York district is in the market for 15,000 to 20,000 tons making the total inquiries between 30,000 to 40,000 tons. A New Jersey interest is expected to close shortly for 1,000 tons of foundry iron and a Connecticut buyer wants 5,000 tons of 25 Southern iron for water delivery.

In the Pittsburgh territory a sale of 1,000 tons of Bessemer iron at \$14.25, Valley, for last half shipment, is noted. Foundry iron is in good demand and several sales of third quarter iron at \$15.50, Valley, are reported. The alloy market is active and prices firm. Ferromanganese is quoted at \$50 to \$55 for July delivery, and 50% ferro-silicon is quoted at \$71 to \$72.50.

A leading pipe maker in the Philadelphia market during the week bought 1,000 tons low grade iron for delivery on the Delaware river, while a Virginia maker bought 5,000 tons of Virginia forge and No. 2 at \$12.25 and \$12.50. Inquiries in the Buffalo market aggregate about 12,000 tons and sales of 10,000 tons for the week are noted. Prices are firm.

In the Birmingham district several lots of No. 2 foundry totaling about 3,000 tons was sold at \$11.50 for third quarter shipment. Several lots of 500 to 750 tons were sold at \$11.50 for No. 2, although carload lots sold for \$11.75 and \$12. Inquiries in the Buffalo market for third quarter iron. Stocks are extremely low, several of the largest interests being entirely cleaned out.

MINERS AND OPERATORS IN TEMPORARY WORK AGREEMENT

Conference at Pittsburgh Results
Satisfactory to Both Men
and Employers.

PITTSBURGH, July 18.—Concessions by operators and miners brought about a tentative agreement on a wage scale for the Pittsburgh district at the joint conference yesterday. It will be submitted today for ratification to the special convention of district No. 5, United Mine Workers of America. Operators and officials of the mine workers say the agreement is satisfactory.

One of the concessions said to have been gained by the miners is extension of the check-off system, so that coal companies will collect union dues for all men employed in and about the mines, instead of only a portion, as at present. Use of machinery in mining, it was agreed by the operators will not be attempted where there is danger of explosions.

Contract for Fairbairn Extension. James A. Walters of Fairbairn, has received the contract to build the extension of the Fairbairn & Smithfield Traction Company's line from York's Run to Collier and will start work in a few days. The distance is nearly a mile. Harry B. Gans is engineer for the company which is owned by Uniontown men.

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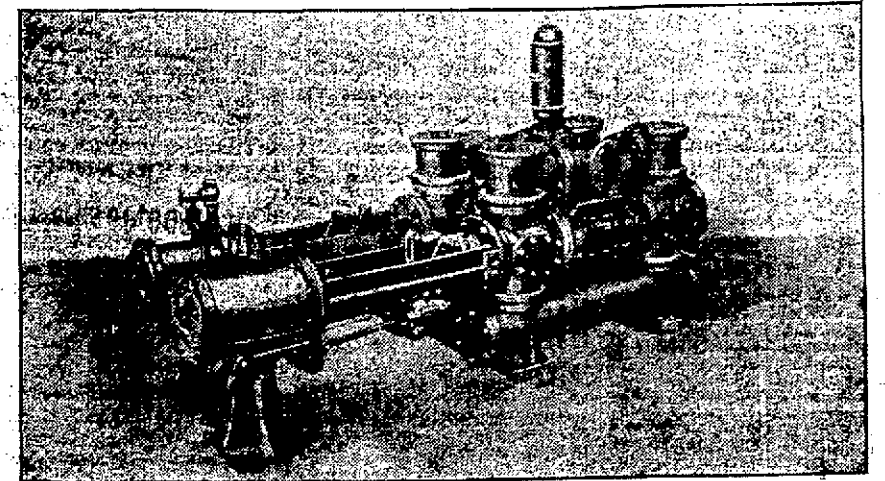
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